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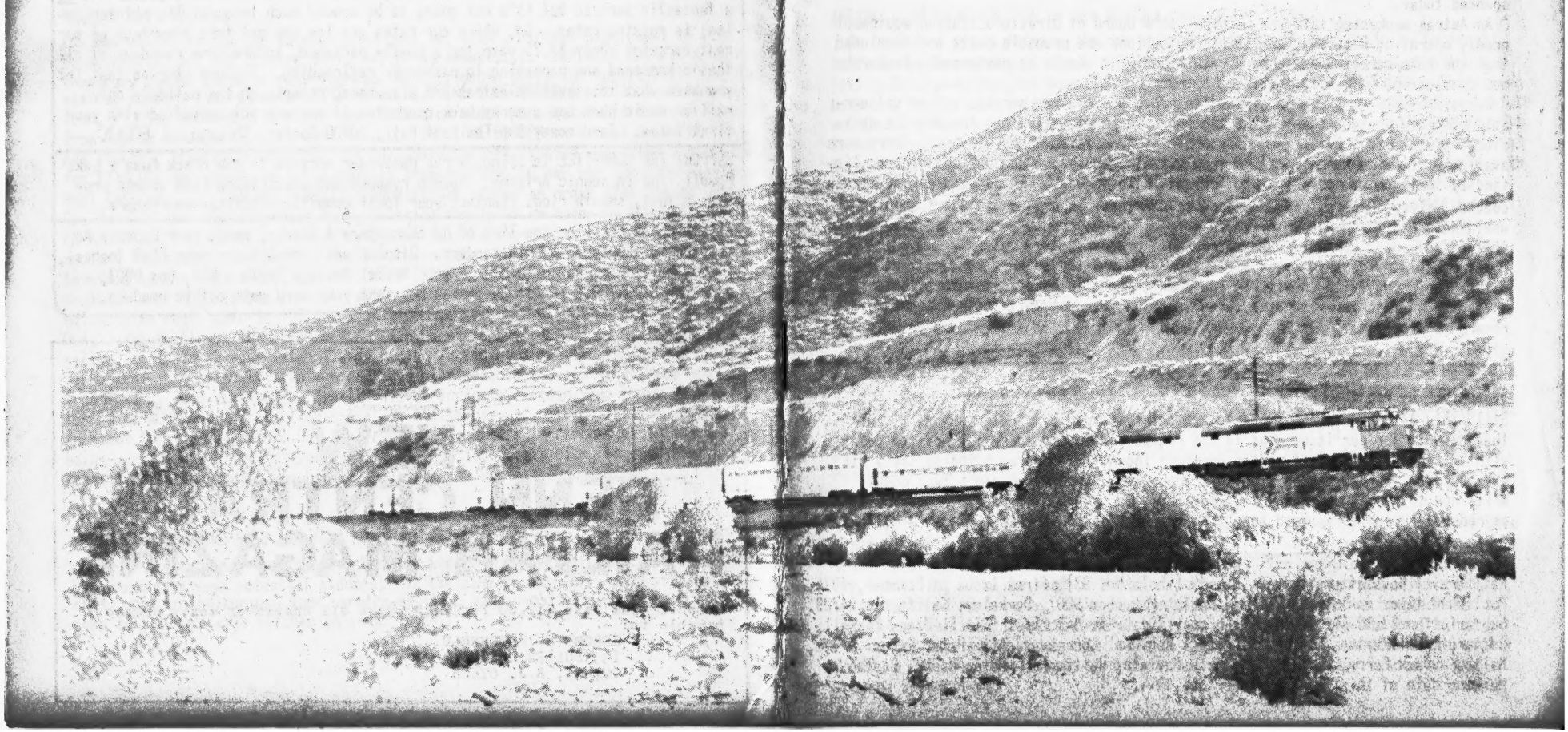

LETTERS

I enjoy the newsletter and am hoping that rail travel in the U.S.A. has recovered by the time we return there to retire (still some decades away). If not, we may well remain here in a near paradise of rail travel. Cologne has just completed a new elevated extension of its extensive streetcar network, and the state of North Rhein Westfalia is moving ahead with the construction of the so-called stadtbahn, apparently comparable to interurban streetcars in our country. The complete schedule for Germany's railroads is the size of a thick telephone book. People grumble about the current 10-billion plus DM (about $4 billion) deficit, but don't seem ready to revolt. During the driverless Sundays of a year ago, Cologne's mass transit system was able to meet the extraordinary demand and still offer most people a seat.

Bill Pratt

Cologne, West Germany

AMTRAK AUTO-FERRY SERVICE IS DEFERRED

(Following is the text of an Amtrak press release of Oct. 3:)

Amtrak will defer the start of an experimental Indianapolis-Florida auto ferry service, at least for the current fiscal year, the rail passenger corporation announced today.

An Amtrak spokesman said the Corporation's Board of Directors studied equipment needs, operating problems, marketing projections and probable costs and concluded that the auto-carrying passenger train experiment should be postponed. Research and development work will continue, however.

Unavailability of proper equipment to provide a quality service and an unfavorable economic projection were the factors which most influenced the Board's decision, Amtrak said. But the company noted other difficulties. The auto-ferry cars available to Amtrak were modified from existing equipment and would have been limited by their wheel assemblies to freight train speeds. The necessary locomotives, coaches, sleeping cars, and food service cars, all in critically short supply, would have had to have been diverted from other busy routes causing an adverse impact on revenues, schedules and maintenance programs.

A further consideration, the spokesman said, was the Board's concern that a premature beginning, with unsuitable equipment, might jeopardize future efforts to establish an auto-ferry service..."an important concept which Amtrak continues to regard as promising."

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ON THE COVER:

As another in our series of photos depicting the beauties of rail travel, we present Paul Rayton's photo of the first LAS VEGAS CELEBRITY TRAIN, climbing Cajon Pass in Southern California. Peter Putnam Bretz's report on this first run begins on page 10 of this big 24-page issue. Also, please take special note of Glenn Lee's report on the demise of Canadian Pacific's Princess Marguerite, on page 9.

AMTRAK LOAD FACTORS INCREASE IN FACE OF EQUIPMENT SHORTAGE

Amtrak said in an Oct. 10 press release that ridership and load factors on its nationwide system rose this past summer, despite the fact that available seats on its trains decreased in number because of car shortages. In the 3 months of June, July and August Amtrak carried 4,351,234 passengers, compared with 3,892,552 in the summer of 1973. This was an 11% increase, and it meant that Amtrak trains were more crowded than ever, because available seat-miles dropped 4% in July and 10% in August, beczuse of factors like car wrecks and bad-ordered equipment. Revenue passenger miles were up 20% in June, 7% in July and 3% in August, in comparison to corresponding months of 1973. Long distance trains and Metroliners averaged a 64% load factor this summer, up 18% from 1973. Examples of heavily-loaded trains were the BROADWAY LIMITED with an average load factor of 74%, and the SAN FRANCISCO ZEPHYR with 67% in July, up from 58% in July of 1973. (In the case of the SFZ, higher loadings were partly due to reduced consists; thus ridership probably would have been even higher had more equipment been available.) Amtrak revenues for July shot up 26% over July of 1973.

AMTRAK ISSUES INFORMATION ON NEW NORFOLK-CINCINNATI SERVICE

In an Oct. 2 press release, Amtrak said it nexpects the new Norfolk-Cincinnati train to begin running by March 1975, and that it will "synchronize" with the existing Chicago-Washington/Newport News train, the JAMES WHITCOMB RILEY. Testifying before a Senate subcommittee, Amtrak's Roger Lewis said the train will leave Norfolk westbound in early afternoon and arrive in Cincinnati about 7am. Eastbound it will leave Cincy in late evening, arriving at Welch and Bluefield, West Virginia in the morning and Norfolk in mid- to late afternoon. These times correspond closely with those of the RILEY, and will "allow both trains to be linked east of Cincinnati, where their routes merge, so as to provide thru service to Chicago." Amtrak will avoid construction of new servicing facilities at Cincinnati by not terminating the train there, Lewis said. Amtrak has authorized about $2 million for stations, track and facilities on the new route, which was designated last June as a 2-year experimental service. Amtrak expects operating losses of $1 million on the train during the 1975 fiscal year.

WORK ON WASHINGTON VISITOR CENTER IS STALLED

The Interior Department halted work on the $40.5 million National Visitor Center at Union Station in Washington DC on Sept. 26, leaving a gaping hole in the middle of the busy Amtrak passenger depot. The reason for the stoppage is a dispute between Amtrak and railroad owners of the depot, which led to a loss of private financing for the project. The House on Oct. 7 failed to pass a bill to provide $12.9 million to continue the work in lieu of private money, but the bill may be resubmitted for another vote.

CANADIAN COMMUTER TRAIN IN HEAD-ON CRASH

An empty CN commuter train collided head-on with a loaded freight near A Ma Baie station in Pierrefonds, Quebec about 4am on Oct. 7. Two crewmen on the commuter train were killed, and two in the freight injured. The commuter train was headed for Grenville, 53 miles west of Montreal to begin its morning run. The crash, which occurred on a curve, awoke residents who arrived to find a tangled mass of wreckage. Railroad investigators were attempting to learn how the trains had gotten on the same track running in opposite directions. The commuter train engine #4107, a GP9, was demolished. A freight car was flipped up and landed on the wrecked locomotives.

Rail Canada

("Rail Canada" is the new title of our former "Canadian News Letter" section)

THE "CANADIAN AMTRAK" organization--the Canadian Passenger Transportation Corporation--proposed by Prime Minister Trudeau's administration prior to this year's elections, has been set aside for the time being. Transport Minister Jean Marchand told a news conference Sept. 26 that the plan has been shelved in order to give the railroads--primarily Canadian National and CP Rail--"one more chance" to demonstrate that they can provide adequate passenger service without a complete federal takeover. He said that officials of both railroads had strongly assured him that they are "very interested" in providing passenger service. Increased subsidies to the roads will be necessary, Marchand said, and may double over the present $100 million/year figure in the next few years, in order to provide improved roadbed and equipment for better rail service. The federal freight car leasing plan will also be delayed while Trudeau's administration assesses the quality of rail service the roads provide. No time limit on the trial period was set.

THE SUPER CONTINENTAL, Canadian National's crack transcon train, collided head-on with a 120-car freight train early on Sept. 28, near Blue River, about 105 miles north of Kamloops, B.C. The SUPER was carrying 325 passengers westbound when the CN freight apparently went thru a switch and struck the passenger train, killing two crew members in the freight cab. There were apparently only a few minor injuries on the SUPER, with the exception of two crewmen in the cab, who were reported in good condition after more serious injuries. The 3 diesels and 4 cars of the SUPER derailed in the crash, including a "Day-Niter" coach carrying 52 people. The crash closed the main line for about 12 hours.

AN URBAN TRANSPORTATION Development Corporation has been set up by the province of Ontario, and Alberta will join the corporation, it was announced last month. The primary aim of the organization is to finance research into a magnetic-levitation rail vehicle designed in Germany. Talks have been held with other provinces also.

AN ELECTRIFICATION STUDY of major Canadian rail lines will be done by a group formed by Ottawa's Ministry of Transport. The group is headed by R. G. Maughan, a 30-year veteran of CN. Fuel cost increases are making electrification more attractive, he said. Meanwhile, CP Rail is continuing its 3-year study of electrifying between Calgary and Vancouver. In one report, CP told the press it was unwilling to undertake electrification until it received assurances from the federal government that the rail system would not be nationalized.

ANOTHER THREAT TO railway passenger patronage: The city of Regina has reached an agreement with senior governments on a plan to move most trackage out of the city in 1975. CP Rail's CANADIAN and CN Regina-Saskatoon RDC runs may be affected.

CANADIAN PASSENGER TRAIN loadings continue to increase, and part of the upsurge is now pinpointed as increasing air fares. Air Canada, for instance, has increased fares 10% twice in the last year, and another boost may be coming. Trains look increasingly attractive to travelers, also hit by rising personal expenses.

CANADIAN NATIONAL HAS been studying the possibility of constructing a rail line to Inuvik in the Northwest Territories, near the Arctic Ocean delta of the Mackenzie River. One alternative is extension of the Great Slave Lake railway which now operates to Hay River and Pine Point, NWT. The CN project to construct a rail line to the Yukon has been stalled by land-dispute claims of the Nishga Indians in northern British Columbia.

REVIVAL OF BULLET? The BULLET rail service in Newfoundland was discontinued in 1969, when passenger loads were declining after the impact of the Trans-Canada Highway completion in 1965. Now a controversial consultants' study released last month by the Canadian Transport Commission rejects proposals for reviving the cross-island train service. The Toronto consultants, Peat Marwick & Co., urge more buses and air service instead, based on economic considerations. They said that passenger revenue wouldn't justify the $350 million it would take to rebuild rail lines to permit high-speed passenger service.

TORONTO UNION STATION should not be shut down, but should remain as the city's major transportation center, the Toronto city council unanimously decided Sept. 24. Plans for the Metro Centre redevelopment had called for a new terminal farther south.

STRIKES HURT TRANSIT: the declining ridership found in public transit systems after a strike is well-known. Toronto's recent strike, which ended Sept. 4, left a drop in ridership of 21.8%, and as of mid-September it was still 5.6% below expectations.

A NEW AGENCY, the Toronto Area Transit Operating Authority, was set up last month to administer inter-regional public transportation in that area. One of its main goals at the outset is to set up a one-ticket honor system which permits GO Transit users to transfer to the Toronto transit system and vice versa.

THE BRITISH COLUMBIA provincial government is proceeding with its "GWS Plan" for development of a new downtown transportation center in Vancouver--the Granville-Waterfront Station. Keystone of the plan is remodeling of the existing CP Rail station and moving of CN's SUPER CONTINENTAL and Amtrak's PACIFIC INTERNATIONAL runs to the site. A ferry terminal would be constructed behind the depot, for use by the proposed revival of the North Vancouver ferry; and a new intercity bus station would be constructed across the street. Unlike the CN terminal, the station is near major hotels, sitting at the north end of the city's main north-south street. Light rail planning in Vancouver is also continuing, with possibilities increasing that the Vancouver-New Westminster streetcar line will be built first, despite the higher initial cost as opposed to the Arbutus service to Richmond, a southern suburb.

(Here is the conclusion of the article which began last issue, on the proposed Canadian Amtrak-like corporation.)

A rough reading of the signs suggests something of an overt 4-pronged attack by the railways: (1) moves by the railways to integrate and "rationalize" their passenger runs; (2) moves by the railways to inaugurate a few flashy improvements to give the appearance of being pro-passenger; (3) a public relations offensive on the part of the railways; and (4) a policy of pricing equipment and services beyond the reach of the basic budget of the corporation proposed by the Prime Minister.

RATIONALIZATION: The possibility of altering present routings by combining segments of both CN and CP on a single route, plus reducing frequencies of resulting services in off-season, were cited as the main techniques by which losses would be trimmed and the so-called "public need" served, in an RTC report in 1972. Those who have learned to read between the lines of regulatory agency decisions will recognize at once the real purpose and consequences of euphemisms like "rationalization" and "improved plan of operations." There are now rumours of a Maritimes services "rationalization" that would see CN take over operation of the ATLANTIC LIMITED from CP. Supposedly it would continue on its short-line route across Maine from Montreal to St. John, then be extended to Moncton (replacing one RDC run St. John-Moncton). CN's SCOTIAN would run only Montreal-Moncton, with RDCs probably making the Nova Scotia connections. The OCEAN would remain the only thru train to Halifax,& Sydney would lose its thru car service, which would be replaced also by RDCs. Assuming the continuation of Dominion Atlantic Railway services in Nova Scotia, these would become the only CP passenger train services east of Quebec City.

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WHICH WAY TO CHICAGO?

by Ken Maylath

We've all heard the old saying about the cure being worse than the disease. And so it is that detours of passenger trains are usually worse than the regular route when it comes to timekeeping--though they are often not without their points of interest. But, as the old show tune says, "It Ain't Necessarily So."

Few people can say they ever rode a passenger train between Cincinnati and Chicago on the C&O. Service was discontinued on the line many years ago. Indeed, even in the period immediately after World War II, when passenger trains were counted in the thousands rather than the hundreds, there was but a single all-stops local in each direction. And it terminated in Hammond, necessitating a change to another carrier to reach downtown Chicago. C&O maintained thru pullman service to Chicago from its home territory, but the cars operated via the New York Central. After all, the NYC served Indianapolis and was faster.

All that was before the financial downfall of the Penn Central and the track deterioration which accompanied it. Even when Amtrak took responsibility for passenger operations between the two cities the claimed running time (on the former NYC) was about 6½ hours. The schedule was lengthened but the dual-named GEORGE WASHINGTON/JAMES WHITCOMB RILEY continued to be habitually late. Then came the FRA track standards and a complete shutdown of the track between Indianapolis and Kankakee. That wasn't long after a national TV network took an Indianapolis to Chicago trip to exemplify Amtrak operations and showed influential Indiana Senator Vance Hartke pulling spikes from the tie plates with his bare hands. Amtrak experimented with the C&O route but political considerations, among others, apparently prevented its regular use.

The "permanent" substitute adopted involved a slow trip from the Ohio River to the northern suburbs of Cincinnati, a backup move onto the former PRR Cincinnati-Chicago line (used to Richmond), use of the NATIONAL LIMITED route from there to Indianapolis, then the FLORIDIAN route via Logansport to Chicago. Roundabout and SLOW. About 3 extra hours slower, as I found during a trip in January. Westbound passengers usually arrived in Chicago after virtually every connection was gone. Those traveling toward Washington or Newport News on the east end, where patronage is heavier anyway, had to cool their heels for a few hours. Little wonder that ridership gains during the height of the energy crisis were more modest than on most other routes.

As August arrived the FRA struck again. This time it swooped down on assorted stretches of track on the Chicago-Logansport-Indianapolis-Louisville line, forcing Amtrak to find a new home not only for what was now called the JAMES WHITCOMB RILEY in both directions, but also the FLORIDIAN. So, the worm had turned. The Cincinnati-Chicago route was now virtually the only game in town--and the cure was <u>not</u> worse than the disease.

On a September Saturday train 51 sported a usual modest off-season consist behind a pair of Amtrak E units. An ex-Army baggage car, 1304, was followed by 14-4 sleeper "Thrush" (former B&O-SCL), ex-SF lunch counter diner 8110, and a pair of refurbished coaches, 6016 and 6026. Indeed, all equipment was refurbished.

Forty-five people boarded in Washington before our on-time departure at 5:50. Another 12 to 15 were waiting at Alexandria. A brief delay at the south side of the Potomac put us several minutes behind out of Alexandria, but we clicked right along on Southern rails to Orange, then the C&O into Charlottesville. Arrival there was slightly early.

On the way to Charlottesville I checked out the meal facilities--finding the 8110 similar to the cars used as secondary eating places on the COAST STARLIGHT during my cross-country trip in June. It's necessary to sit at the counter, but that type of car seems a good choice for a train where patronage doesn't reach the levels of a STARLIGHT, BROADWAY or SOUTHWEST LIMITED. The menu was an old one (with vintage food prices in these days of inflation) with an adequate though not overwhelming selection. Service was quite prompt.

The Newport News section was at Charlottesville ahead of us, as scheduled, with former NYC coach 5675 ready to be placed on our tail. The second of the two coaches from Washington was removed--probably to await Sunday business back into D.C. The 5675 contained about 25 passengers. There was no dome.

Out of Charlottesville right on the money. So far, so good. No delays or equipment problems of significance. Smooth problem-free operations continued through the evening as I enjoyed my accommodations in "Thrush" and prepared to settle down for the night. Well-maintained C&O track added to the positive atmosphere.

(continued on page 19)

mixed train of thoughts

SOME FURTHER COMMENTS on the COAST STARLIGHT photos appearing in Amtrak ads for the ADIRONDACK: the same photos appear on COAST STARLIGHT postcards and elsewhere. It's the STARLIGHT consist alright, but with a single diesel unit and in a location the STARLIGHT never reaches. The rather small consist was brought up alongside Puget Sound just for the photography sessions..... PASSENGER TRAIN SERVICE north-south was restored to Indianapolis on Sept. 24 as Amtrak's FLORIDIAN once again took to Penn Central rails via Logansport following repairs as ordered by the FRA..... ANYONE INTERESTED IN purchasing C&O 52-seat coach #1615 is asked to contact E. C. Whipp, Purchasing Agent, Chessie System, Baltimore MD 21201. Car is located in Huntington, WV..... RECENTLY PURCHASED BY Butterworth Tours of Moline were ex-Wabash 14-4 Pullman sleepers "Western View" and "Western Lake." Cars are currently in storage in Chicago..... JAMES WHITCOMB RILEY, train 50, departed Chicago on Sept. 29 with private cars "Golden Moon" and "Imperial Leaf" on the rear.....

* * *

THE BLACK HAWK, train 370, collided with a freight train near Galena, Illinois on Sept. 16, heavily damaging the lead RDC unit #31. No injuries were reported and officials are investigating the cause. Amtrak substituted conventional equipment --an Amtrak locomotive #203, coaches 5801 and 5269, and PC snack bar coach 3234 for the return trip that evening..... JAMES WHITCOMB RILEY began making intermediate stops on the C&O route thru Indiana on Sept. 24. Stops now include Peru at 5:35pm, Muncie 7:05pm, and Richmond at 8:05pm. Northbound the train stops at Richmond at 9:20am, Muncie 10:20am and Peru 12noon, arriving Chicago at 2:45pm. Fares are $6 to Peru, $8 to Muncie and $10.50 to Richmond from Chicago..... THE NATIONAL LIMITED #31 is scheduled to arrive in Kansas City at 5:05pm. A reader recently recorded the actual arrival times from Sept. 29 - Oct. 4: 9:30pm, 10:15, 9pm, 9:50, 9pm & 10:50. The train that arrived on Oct. 1 had no power in the coaches, and Amtrak personnel were told to meet it with flashlights. Incidentally, the transcontinental thru sleeper is back on the train with the fall schedules..... A FIRE OF undetermined origin put the ICG Cairo bridge over the Ohio River out of service on Oct. 2. The bridge structure itself is undamaged, but about 500 feet of wooden crossties had to be replaced. The PANAMA LIMITED was rerouted via the Edgewood Cutoff, and the bridge was reopened Oct. 3..... AUTO-TRAIN DISPLAY began in Chicago on Oct. 6 for a week at the Chicago & North Western station. The display included locomotive 4012, auto carrier 73, and ex-UP dome lounge and dome coach. Richard L. Church, Director of Public Relations, was on hand to welcome visitors, and President Eugene K. Garfield was also in Chicago on Oct. 7. Mr. Church explained that altho AUTO-TRAIN is doing quite well with its Louisville-Florida service, it feels that there has not been an outstanding response from the Chicago area. Thus AUTO-TRAIN has been running full-page newspaper ads and advertising on prime time TV in addition to the display. If the campaign proves successful, AUTO-TRAIN will definitely expand the display tour to include St. Louis, Kansas City, Detroit and various Ohio cities. AUTO-TRAIN is planning expansion in the future and among other services is considering Chicago-Denver..... CHICAGO & NORTH WESTERN has requested its eighth fare increase in as many years. This time it is 7%, which the road said will cover only the high cost of diesel fuel. CNW has asked the Illinois Commerce Commission to make the increase effective next Jan. 1..... THE CANADIAN-BUILT LRC train has been moved from Toronto to Pueblo, Colorado for 4-6 weeks of testing at the FRA's tracks. The train reached Chicago on Sept. 30 over PC rails from Battle Creek. It consisted of the prototype LRC engine and coach, a CN baggage car, and CN business car "Bedford." It departed Chicago on Oct. 1 via the Santa Fe to Kansas City and Pueblo. Amtrak has announced (Jim Bryant on Rail City Special 9/22) that the corporation will not experiment with the LRC to any great extent until it is proven by CN to be a worthwhile venture. This decision is due in part to the failure of the lightweight UA Turbo.....

JUST TO SHOW it can be done, perhaps, the Pacific Railroad Society in Southern California has arranged a special Amtrak tour from L.A. to Yellowstone Park over UP to Ogden and Butte, MT, leaving Oct. 11. Consist is about 13 private cars and 3 Amtrak sleepers. And if you have a lot of pull with Amtrak you might even be allowed to run a passenger train down from Tucson, AZ to the Mexican border at Nogales, as the Brotherhood of Locomotive Engineers conventioneers are doing on Oct. 31--the first passenger train there in many years..... SENATE CONFEREES KILLED the portion of the Amtrak authorization bill now being considered which required immediate revival of train service to the four lower states still without service; but Senator Frank Church of Idaho, author of the amendment, said early this month he'd offer a compromise amendment which allows 4 years to phase in the service. He's thinking mainly of the proposed Portland-Chicago via Boise and Salt Lake City run..... NORTHEAST TRANSPORTATION COALITION has led to formation of a sister organization, the Southeast Transportation Coalition, organized by Henry DiVenuto, 2918 Houston St., Macon, Georgia. Write him for info on this new consumer group..... AMTRAK RECENTLY APPOINTED 3 Regional Chefs, responsible for food service in their areas. They are Bob Huntington, Western; J. Neal, Central; and W. W. Bryant, Southeast.....

* * *

AUTO-TRAIN CORPORATION last month announced its earnings for the first quarter of fiscal 1975. Gross revenues for the 3 months ended July 31 were $6,655,530, with net earnings of $248,453 or 16¢ per share. The startup of Louisville-Sanford service lowered earnings, A-T president Garfield said, since revenues from that have not yet reached high enough levels to offset startup costs..... EASTBOUND NATIONAL LIMITED was delayed over 5 hours by a freight derailment on PC at Johnstown, PA on Oct. 6. Passengers were given the option of staying aboard or being bused on. The westbound train was also delayed..... NORTHWEST CAR NOTES: ex-NP sleeper #364, one of 2 cars built in 1950 for the SP CASCADE runs as thru cars from Seattle, will emerge soon from BN shops with the name "Stampede Pass." One roomette has been removed for installation of a shower. Ex-GN observation lounge car "Appekunny Mountain" has been moved to St. Paul following vandalization and theft of furniture in Seattle. It had been used as protection for the EMPIRE BUILDER's "Great Dome" cars until this summer. Minnesota fans are trying to save it from the scrapper.....

* * *

AN INSPECTION TRIP on new GE-built Silverliner IV MU cars out of Philadelphia will be sponsored by the Phila. Chapter of NRHS on Nov. 3. Write them at PO Box 7302, Philadelphia PA 19101 for info & order blanks..... BOARD OF DIRECTORS meeting on board a train: the Chicago Milwaukee Corp. board had just that on Sept. 19 while riding Amtrak train 321 between Chicago and Milwaukee. After touring Milwaukee, they returned by train to Chicago..... IT'S ALL GREEK: Amtrak now has timetables in Greek published in the Key Travel Guide issuing from Athens..... A NEW AMTRAK depot in Richmond, CA got a further boost the end of September when a bill was signed into law authorizing a $250,000 state appropriation toward its construction, adjacent to the BART terminal. UMTA is expected to finance the remainder..... SOUTHERN RAILWAY AND Amtrak have signed an agreement under which Amtrak's nationwide reservation system will also handle SR reservations and information. The Railway will pay Amtrak for cost of the services. Amtrak says it now handles about 65,000 calls daily. The news came in an Oct. 2 press release..... A STRIKE WAS delayed on most of Southern Pacific Oct. 7 by a district judge's restraining order effective until Oct. 16..... A BIG BLOW to the move to unseat Amtrak president Roger Lewis was dealt by a House-Senate conference committee a few days ago when it refused to increase the $60,000 limit on Amtrak executive salaries. At the same time, it completed work on a $200 million authorization bill for Amtrak for the current fiscal year..... GASOLINE CONSUMPTION WAS down from 1973 in every month this year except July (the latest month reported), when it was higher than last year. A 1.1% increase was found in data from 15 states, after drops of 3.3% in May and 0.5% in June.....

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TO SAVE A PRINCESS

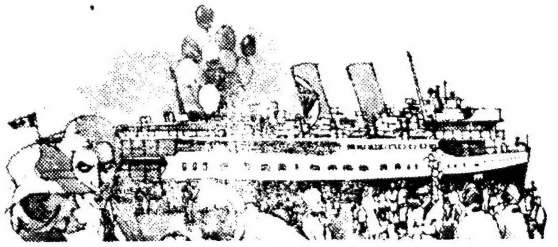
BY GLENN LEE & JIM RUSSELL

HAPPILY THESE DAYS WE ARE GAINING NEW RAIL SERVICES STEADILY RATHER THAN LOSING THEM. HOWEVER, EVERY SO OFTEN... HERE IS A CASE OF A FABLED CANADIAN PACIFIC CRUISE ABRUPTLY CANCELLED AFTER SEVENTY YEARS. IT CAN STILL BE SAVED IF...

The tradition of visiting Victoria had been well established before the arrival of the 20th Century, and Seattle residents had been traveling to and from Victoria for fun and relaxation for many years. But the rush got underway in earnest on January 20, 1904 when Canadian Pacific's Princess Beatrice "took a good list of passengers" and sailed from Pier 2 at 9:30am, establishing a great touring and sea-going tradition. Established to complement CP's transcontinental railway system, the Princess boats have operated from Seattle to Victoria regularly ever since--until CP's sudden announcement of their demise at the end of September--and grew in popularity with the years, becoming one of Seattle's most pleasant transportation traditions and legends; and providing one of the most economical and inspirational short-trip excursions anywhere in North America.

Until last month's shocking news, trips were made aboard Princess Marguerite, a 368-foot Turbine Electric Vessell, built by Fairfield in Scotland. She was launched May 26, 1948, and, following trials, departed the Clyde on April 6, 1949, entering the Seattle-Victoria-Vancouver "Triangle Run" in spring of 1949. Since her rebuilding in the winter of 1971-2, she has space for about 80 autos on 2 decks, and thanks to the power of 4 boilers and 2 propeller shafts, can operate in excess of 20 knots (23mph). She could made the Victoria crossing in 4 hours, and with a favorable tide could shave 15-20 minutes from the scheduled time.

The Princess Marguerite is the second vessel to bear this famous name, which honors Marguerite Shaughnessy, daughter of a former Canadian Pacific chairman. She has established a reputation far abroad from the Pacific Northwest, and each trip carries visitors from around the world. For altho billed as a "ferry" in the press, the Princess Marguerite is a ship in every respect, modified only slightly to carry autos below. Her design follows that of great ocean liners, complete with a small-size "grand staircase" fore and aft. Her decks are not flat, as on a ferry, but are sloped to meet the challenges of the open sea. Her great steam whistle is not the "blat" of a harbor ferry, but a daily restatement that she is the last of a great tradition of shipbuilding.



CP Rail

Passengers aboard the Marguerite, perhaps weary from a day of sightseeing in Victoria, find exploring the vessel quiet and easy. The gift shop aft the rear lounge may offer some interesting acquisitions, including carvings and postcards. The gift shop attendant is a friendly woman, a native of Australia, who has been aboard the Marguerite each season since 1966. Her unflagging courtesy and good will help make the Marguerite, as many have put it, "A happy ship with a happy crew." If the passenger load is not too heavy, a look into the engine room might invoke a quick

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LAS VEGAS CELEBRITY TRAIN

BY PETER PUTNAM BRETZ

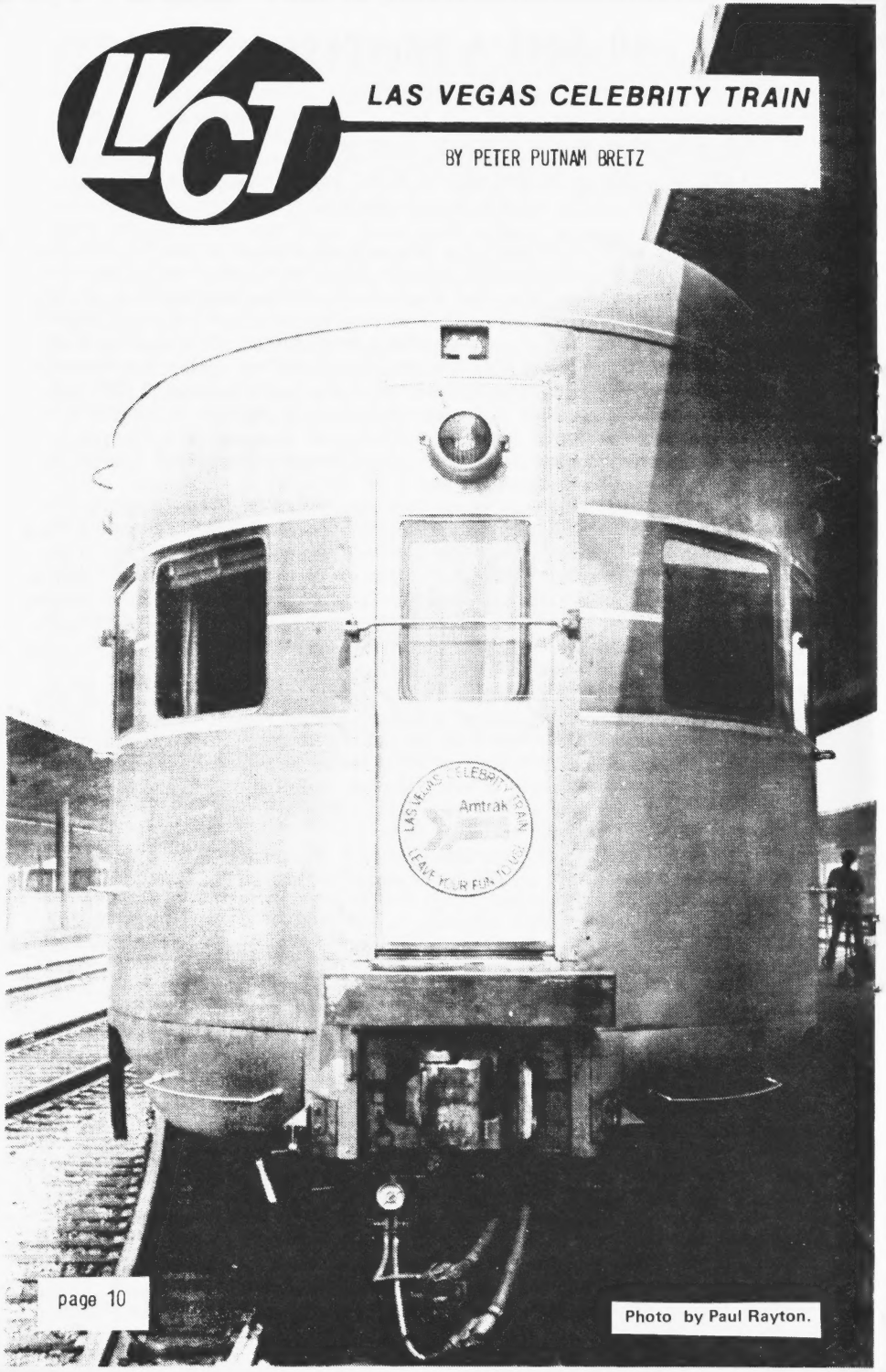

Photo by Paul Rayton.

Friday, September 20 found me entering the great confines of Los Angeles Union Passenger Terminal. Right away there is a hustle and bustle as I spy the long-unused information booth open and doing a roaring business. It's noon as I stop and pick up my press pass and VIP tag. I overhear a woman, securing her tickets, requesting a seat assignment not over the wheels as she wants a comfortable ride. Yes, shades of past years of train travel. More people coming in now, so I take a short walk down the waiting room, and then out into a private patio for the pre-departure champagne party for all passengers.

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Wearing a casual sport outfit, Milton Berle mingles with the crowd of about 150 until the announcement is made to check in at Gate H. Not everyone had been at the lawn party, it turns out, as a much larger group checks in to have their transportation lifted and to receive the Las Vegas Fun Book, worth over $400, it says, in value. Looking over things, I see that one can rent a car--to be waiting at trackside upon arrival--and arrange for show tickets also.

Up to trackside now, and it's time to see what little surprises await us as to the equipment assignment. Leading off, Amtrak units 502 and 558, followed by lunch counter car 8101 with freshly painted black trucks. Then five hi-level coaches (nos. 9929, 9948, 9954, 9964 and 9927). Three of them are painted with the red and blue stripes below the windows (which I think looks very fine). Then, car 5000 "Sun Valley," owned by Overland, a private firm out of Los Angeles; it's an ex-UP lunch counter diner lounge car, retaining its old name and number. Then 8118, another counter-lounge (ex-Santa Fe); this car was used as a sort of headquarters for the press, stowing gear there, altho food was served as well as in the forward car. Bringing up the rear, a rare treat: the "Hulham," sleeper-observation car with fishtail rear end. This car, in Amtrak colors, was originally Northern Pacific #392 "Tacoma Club," assigned to the NORTH COAST LIMITED and bumped off that train when the NP opted for "lounge-in-the-sky" cars. The owners are Ed Cheetham, a Los Angeles school principal, and Ken Hulcran, a pilot for Continental Airlines. The car was rebuilt by Solano Car Co. of Oroville, California, and is intended to be a regular feature of the CELEBRITY TRAIN. The car is a private one for VIPs, celebrity guests and the sponsors' friends. A sister car, still in Oroville, is on the docket for Amtrak use also.

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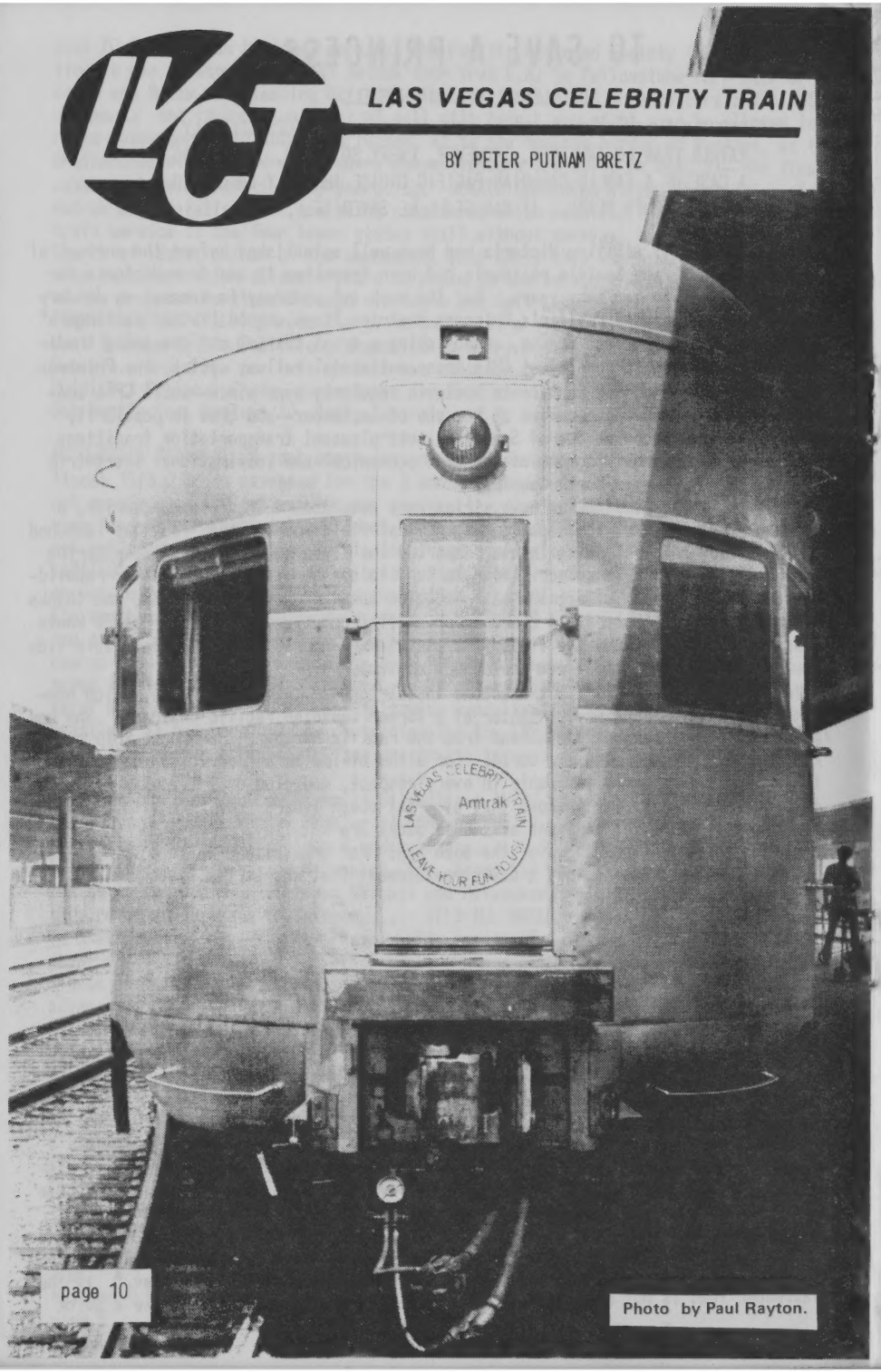
LAS VEGAS CELEBRITY TRAIN

BY PETER PUTNAM BRETZ



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AN ALBUM OF LVCT PHOTOS

Text of article continues on page 14.

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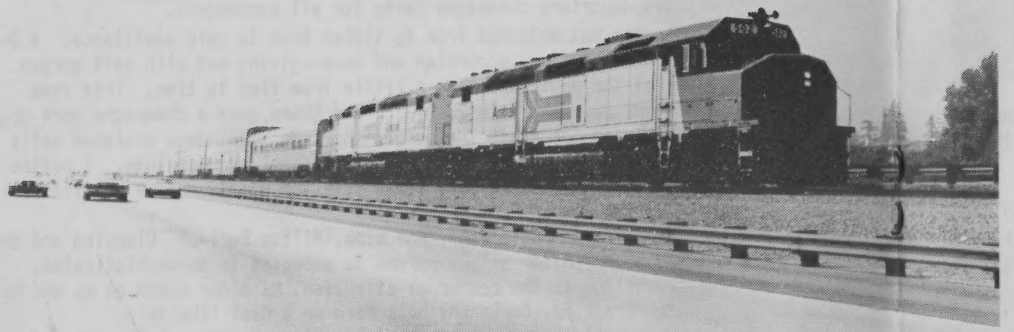

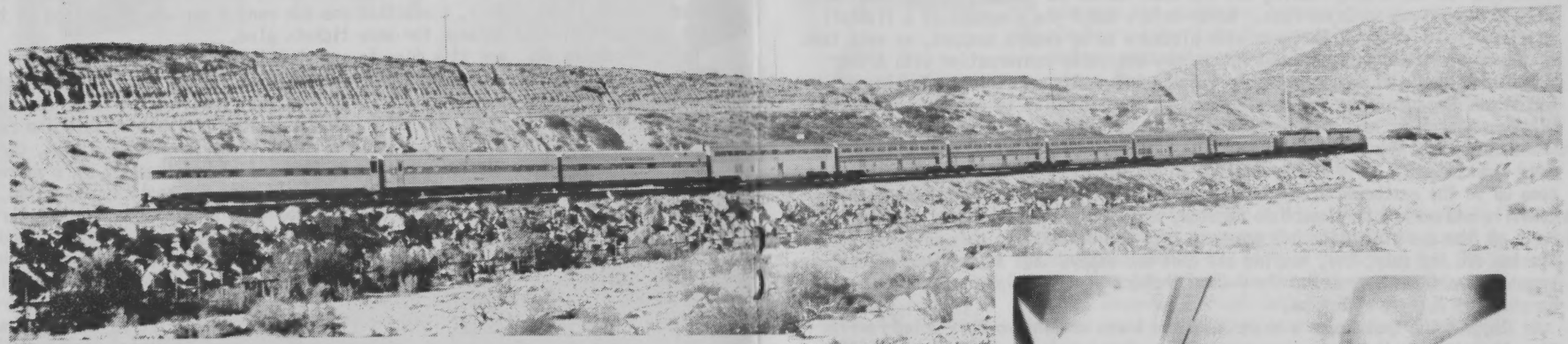

UPPER LEFT: The CELEBRITY TRAIN beats the cars along Interstate 210 just east of Pasadena where the Santa Fe tracks run in the median strip of the freeway. Time was 2:45, and the smog was dense. UPPER RIGHT: On the second run (Sept. 27) the train was seen reaching the summit of Cajon Pass, running around a freight waiting to descend. The LVCT took the shorter but steeper "south" line upgrade. LOWER: The full 9-car consist of the first LVCT is seen ascending Cajon Pass. INSET: The coaches were full of balloons.

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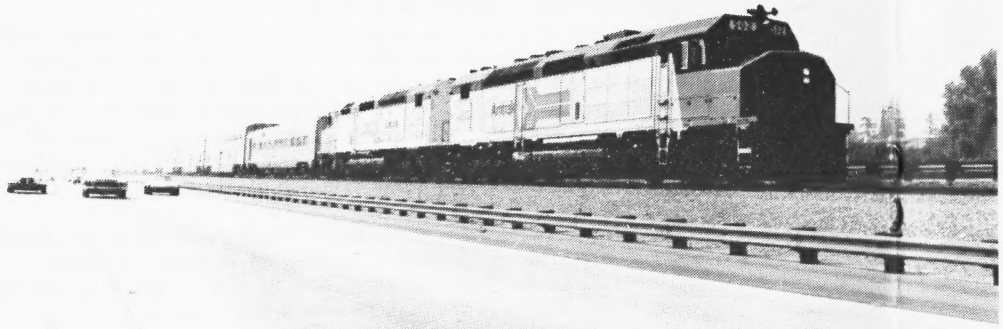

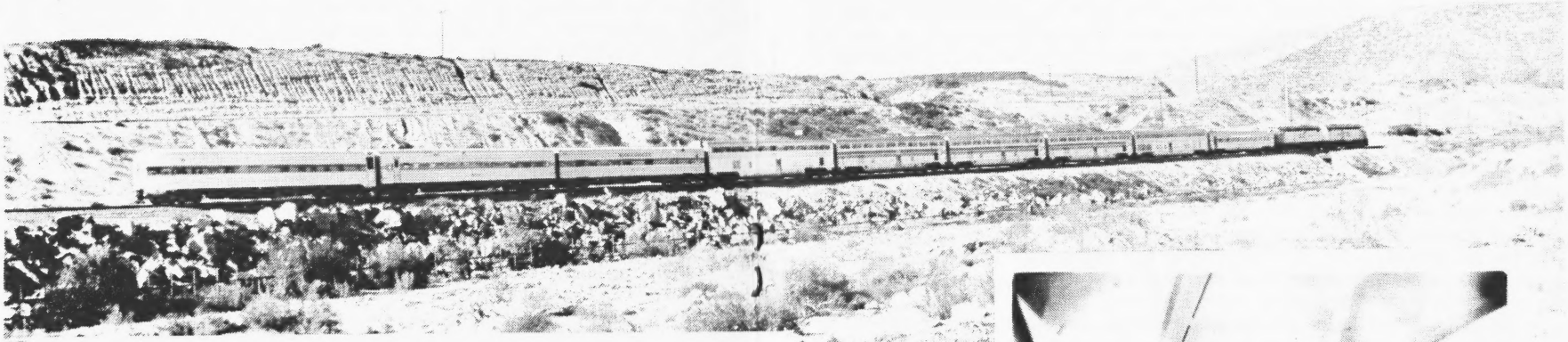

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The rear of the train, looking out the observation car window, is the ideal spot to view operations up Cajon Pass. Never before had I the pleasure of a fishtail up the hill. I combined business with pleasure as my camera snapped, my eyes took in the scenery, and in addition I had a very enjoyable conversation with Arthur Lloyd of Amtrak. It was he who supplied the information on this car's lineage. And it was Mr. Lloyd who had handled most of the logistics in getting the CELEBRITY TRAIN in operation, and he was anxious to see how things would work out.

One thing that was working out well was the ride of this ex-NP observation. It rode very smoothly, with hardly a pitch or a sway. We topped the grade, having come up on the eastbound track, and then kicked our heels on the downgrade to Victorville and across the desert to Barstow, arriving 5:34. The train was serviced here, as the sun blazed its hot presence into the observation car. The air conditioning did its duty, tho, keeping all cool and happy. Not so in "Sun Valley," as crowded conditions overworked the A-C on that car. A trouble-shooter got on at Barstow and we left at 5:47pm.

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desire that the train operate successfully. Well, it certainly is off to a fine start with good, clean equipment, which was not always the case with the Las Vegas Train a couple of years back. There were a few trouble spots, however--bugs which Las Vegas Charter, sponsors of the train, intend to get ironed out right now. Such as the mixup some guests had when the hotel of their choice (the tour package includes a choice of 15) was moved across town, and in addition they had to check out at 10am on Sunday. But the train sponsors arranged transportation for them and treated them to a full luncheon spread and a champagne party in the middle of the day. Yet, the checkout times at other hotels presented similar but lesser problems with 2pm times--sometimes extended to 4pm. I myself was at loose ends for a while Sunday evening. Beginning at 6pm, tho, the Union Plaza Hotel checked baggage for free. I would suggest more seating at the station area, however.

Meantime, the train had been turned and the last 3 cars plugged in at a siding over the weekend. By 10pm Sunday the train was at the platform, altho loading began at 11. The reason for the midnight departure is full utilization of equipment, altho only weekend trips are planned until October. We left on the dot and soon the lights of the gambling casinos were left behind. Most passengers settled down to sleep in the darkened coaches. All four bedrooms and the compartment were made up in the sleeper-observation. Both counter cars remained open all night, serving drinks until 2am and a continental breakfast until arrival in L.A.

We rolled thru Yermo at 2:40am, and all the night crew was on the station platform to see us by. Barstow servicing took 15 minutes, and we were out at 3:15am. San Bernardino was attained around 5am, but we sat until 5:30. We were out of Pasadena at 6:47, after a 4-minute stop, and into LAUPT at 7:10am. We would have made it in 6 hours, 55 minutes from Las Vegas but for the extra long stop at San Bernardino.

A few people complained about going to work right after a fitful night; but all in all the operation looks like a success. After smoothing out the few bugs, a nice, tight operation should result. Our train carried about 350 people, and it's booked up well into October. One more thing: the SUNSET LIMITED layover equipment is not being used, contrary to earlier reports. The consists are mostly the extra cars made available due to the end of the summer season.

Thus another new train is inaugurated, filling a definite need. With its clean equipment, good food, tight operational staff and VIP treatment of customers, plus a different celebrity planned each trip, it should prove to be a winner.

* * *

The CELEBRITY TRAIN offers 4 different departure days and fares (when the full schedule is underway): $69.95/person for Wednesday departures (2 nights, 3 days); $74.95 for Friday (2 nights, 3 days); $89.95 Sunday (3 nights, 4 days); and $124.95 for Sunday departures for 5 nights, 6 days. Trains leave Los Angeles at 2pm and arrive Las Vegas 9:30pm, with stops at Pasadena and San Bernardino. Returning time is midnight, with L.A. arrival scheduled for 8am. Information available from Las Vegas Charter Service, 1654 N. Vine St., Hollywood CA 90028. Phone 213-461-8411.

QUOTES OF THE WEEK***

(Most uninformed quote of the month:)

"If Representative Aspin is serious about improving passenger train service, he should introduce a bill defederalizing the railroads. The problem with Amtrak is not that government employees are not riding the trains, but that government employees are running them." --John D. Lofton, New York Times Service, Sept. 22

(And if the feds don't run the trains, who pray tell will run them?)

MIXED TRAIN OF THOUGHTS (continued from page 8)

NEW AMTRAK SERVICE to Mexico could result from a California state bill signed into law Sept. 27. It requires the state Dept. of Transportation to make a study of upgrading the L.A.-San Diego route and extending train service to Tijuana, just across the border. Another bill allows Southern California counties to use state gas tax funds to add two runs to the L.A.-San Diego route on a 3-year trial basis at a cost to the state and Amtrak of $390,000--a paltry sum for the benefits derived..... AND SPEAKING OF paltry sums, the Canadian Pacific reportedly claimed a loss of $500 thousand a year on the Princess Marguerite (see p.9). And what would it cost to arrange alternate transportation for the 270,000 passengers and 27,000 autos the vessel carried yearly? Dropping it is clearly penny-wise and dollar-foolish..... STATE OF MARYLAND is beginning project, paid 80% by federal funds, to eliminate all 15 grade crossings on the Penn Central in that state within 5 years, to allow the Metroliners to speed up..... FEDERAL RAILROAD ADMINISTRATOR John W. Ingram really lit into the industry in a speech to the Association of Railroad Editors in Kansas City on Sept. 25, criticizing their backward thinking. As a case in point he mentioned a big ad in Railway Age from an anonymous railroad trying to hire a "Derailment Supervisor." And a week earlier he told an Association of American Railroads meeting in Atlanta that "All the signs of 'crummy' railroading are appearing--all over the country." He spoke at length of the shutdown of PC's bad track between Chicago and Louisville, saying that the FRA "had no choice" but to close it.....

* * *

NEW YORK STATE is showing itself as a progressive one in terms of rail improvement. A new booklet outlining the state's rail program (with a drawing of the LRC on the cover--is that significant?) has been published by the NY State Dept. of Transportation (State Campus, Albany NY 12232). We plan to cover more of it shortly. Just now we'd like only to comment that our own state, tho highest in population, is certainly backward in this area. Maybe with a change of administration in Sacramento next year something will happen. Let's hope so..... ONE SMALL THING our home state did do was push to get the SAN JOAQUIN running--but it took almost 3 years. Late last month two state Congressmen discovered that the train is the "busiest" in the nation in terms of percentage of available seats occupied. Which is to say it's the most crowded. Those figures are nice, but we get uneasy when such figures are used in a slightly distorting, bureaucratic way. What they really mean is that the consists are rather small for the patronage. If Amtrak added another coach the percentage figures would probably change sharply. The story made a good-sized news splash around the state..... AMTRAK WILL NOW sell tickets to blind passengers without attendants or seeing eye dogs, the corporation told the National Federation for the Blind recently..... CITY OF TUCSON, Arizona wants to move the SP tracks out of town, using Federal Highway Act assistance..... COAST STARLIGHT DERAILMENT reported in our last issue may have been caused by vandalism to tracks, unofficial reports from an investigation at the scene said. The reports said that spikes and plates had been removed from rails and ties before the southbound train derailed on Sept. 21. Damaged cars left on a siding were later broken into and vandalized..... ANOTHER ONE-YEAR freeze on dropping any Amtrak routes appears in the bill now before Congress, mentioned above. It also requires the DOT, in its yearly designation of an experimental Amtrak route, to give preference to those areas now without intercity train service..... THE 747's OF rail travel is what Amtrak is calling its upcoming bi-level passenger cars. Amtrak's Jim Bryant on the Rail City Special radio program said that each of the new cars will have a shower. Bids for them are expected this month, and 11 companies may bid: Budd, Pullman-Standard, Linkton-Cobalt, Rohr and Boeing in the U.S., and Montreal Locomotive Works, Hawker-Siddeley, Frangeco, Messerschmitt and FIAT abroad, plus an unnamed Japanese company. Of Amtrak's existing cars, about 1000 will be converted to electric heating and air conditioning: mostly Budd-built stainless steel cars.....

(continued from page 5)

Of course CN and CP would tout this "rationalization" of how the two railways could work together to cut costs and still provide service commensurate with the public need--under, let it be known, the enlightened policy and jurisdiction of the Canadian Transport Commission. Obvious conclusion--a "Rail Canada" agency is unnecessary. Judging from the grumbling in CTC elevators and coffee rooms, there would be few tears shed from that quarter.

FLASHY SERVICE IMPROVEMENTS: A few months ago CP made the astonishing suggestion that, after almost 20 years of nearly total hostility to the passenger train, it is now eager to operate a federally-funded high speed service on its main Montreal-Ottawa line (RTN, 1st April issue). There is still puzzlement as to CP's motives, but it now seems possible it could be part of a policy aimed at making CP seem pro-passenger in some areas, thereby helping hold off formation of a "Rail Canada" and perhaps incidently winning permission to discontinue the CANADIAN--a long-standing corporate priority.

CN is also masterful at the image game. Its new Montreal-Ottawa Turbo service has attracted plenty of media coverage and favourable public comment. CN's Day-nighter is an excellent coach improvement, but its real purpose may be as a surrogate for sleeping cars, the railway's dislike for which is exceeded perhaps only by that of the RTC. A more worthwhile improvement has been the increase of frequency and slight bettering of times in the Toronto-London-Windsor corridor, but even this only scratches the surface of what could really be accomplished there, & elsewhere.

These projects have the effect of presenting a pro-passenger image for the railways--an image which is exploited as an argument to prove that they are making all the service improvements that can reasonably be made. Of course, the basic operating changes and modernization that must be made if the dry rot is to be arrested will not be made, tho on the surface CN cosmetics and CP projects (however ethereal) will serve to give the illusion that everything that can be done is being done. The hoped-for conclusion: a "Rail Canada" is unnecessary.

RAILWAYS' PUBLIC RELATIONS OFFENSIVE: CP, while grudgingly conceding rail viability in 200-mile corridors, will continue to maintain that all other rail operations are hopeless. Example: A company executive quoted in the press: "We'd have to look damned hard for anything interesting beyond Montreal-Ottawa and Montreal-Quebec City." CN will continue its ambivalent strategy of complaining about the high cost per mile of its long distance trains, but generally walking the tightrope between real success (which would show that trains can work) and complete failure (which could tip the scales in favour of giving a "Rail Canada" a try). Example: the Financial Post reported that the government's suggestion that auto-with-you service would be a ripe field for the proposed agency was "a sore point with CN officials, who say these are now available on the railway's transcontinental trains. The company says it has sufficient equipment to meet demand, and in fact sold some of its cars." The present service, of course, hardly exhausts the possibilities of the concept: it is offered only between Toronto and Edmonton and only in the summer, it consists of a solitary auto transporter car on the end of the SUPER CONTINENTAL, and is hard to secure space on despite the limited promotion it receives.

PROPOSED OUTRAGEOUS PRICING OF EQUIPMENT AND SERVICES: Perhaps the most incredible sign of what the railways have in mind appeared in the Financial Post: "CN and CP officials are talking in terms of $300,000 each for more than 1900 cars in their combined systems. If paid, this in itself would use most of the $600 million estimated for the entire program. Also awaiting discussion is the arrangement under which schedules and equipment owned by the crown corporation would be run on CN and CP tracks. A dime a mile? Pennies? The railroads won't say. But it will be the subject of hard bargaining..." There is, of course, the related question of why the Canadian people should have to pay, in the case of CN, their own national railway their money in order to buy passenger cars for their passenger corporation. As for operating charges, the present 80% subsidy paid by the CTC is based on a cost formula that allocates almost everything but the chairman's toothpicks to passenger trains.

(continued from page 6)

Dawn--some fog as we sped along the Ohio River toward Cincinnati. At first I wasn't sure how we were doing due to the lack of recognizable landmarks or stations. As 7am approached, however, it became obvious that we were closing fast on Cincinnati. 7:15, to the minute, the wheels stopped turning in front of Amtrak's new but modest Cincinnati station. Passenger loadings had dropped during the night and about 15 to 20 detrained. About 15 climbed aboard, leaving a total of 25 or so for our "non-stop" run to Chicago on the C&O.

This was it. What I was waiting for. The rare chance to ride C&O rails from Cincinnati to Chicago. So far it had been a virtually perfect trip. It continued that way as we left Cincinnati precisely on schedule at 7:30.

The first item of business was a 10-minute back-up move on to the end of the Ohio River bridge. This put us into position to move forward on a track which splits off there and heads into an extensive yard area. During a similar trip in January--but using the previous PC route out of Cincinnati—it took an hour to maneuver north thru and out of the city and onto the former PRR Cincinnati-Richmond line. This time we branched off after a rather brief sojourn in the yards, heading up a grade into the surrounding hills and out of town. Within 35 minutes we passed the yard office in suburban Cheviot and started picking up speed.

We moved right along the single track line as I enjoyed a pancake breakfast in the 8110. The track was fairly good--not quite as good as typical C&O rails each of Cincinnati--but a far cry from the PC routing. A crew member at the lunch counter spoke to a colleague about a rumor that the train would soon go back on the PC. He didn't believe it, observing that if every gandy dancer in the Midwest had been working round the clock since the FRA's shutdown order, repairs couldn't possibly be complete.

Richmond, 58 miles from Cheviot--70 minutes from there. Not bad at all. A lot better than my January trip via the PC. The area from Richmond to Muncie is marked by numerous hills and curves which restrict speed. It took about 55 minutes to cover the 40 miles. This section is a major reason why the C&O never figured prominently in the Cincinnati-Chicago passenger business when the NYC and PRR lines were properly maintained.

We eased thru the yards at Peru--a division point--four hours out of Cincinnati--passing the former passenger station (still used for offices) and stopped at the far end of the yard area for crew change and equipment check. We paused for 12 minutes, with departure at 10:48 standard time. Someone asked the conductor how we were doing. Ahead of time was the reply.

The 120 odd miles from Peru to Chicago are basically flat and open. For a time we paralleled the closed PC line formerly used by the JMR and FLORIDIAN. Maximum speed held at 60 for the most part. The 65 mile stretch from Kewanna to Griffith disappeared in 72 minutes. Griffith features a complex of crossovers involving several lines, including the EL and GT and was also the end of our open running. After stopping there for 5 minutes (the only other time the wheels had stopped revolving since Cincinnati was at Peru) we appeared to ease onto some track with EL mileposts. This 8-mile stretch to Hammond was not in the best of condition--and some maintenance was underway to boot. Speed was 20 or even less, meaning nearly 30 minutes to reach Hammond. The complex of track and towers there put us on the rails of the Chicago and Western Indiana--formerly used by the trains of several railroads to reach Dearborn Station. We still had a full hour to make Union Station on time at 2:20. While speed increased a bit, we were not about to match the former running times from Hammond to Dearborn of 40 minutes. The big problem was reaching track which would take us to Union Station rather than the remains of Dearborn.

After passing White Sox park in South Chicago we came to a stop parallel to the former PRR main--used by the BROADWAY and Detroit service. A brief backup move was necessary to PC trackage--followed by some slow running on a secondary freight track before we could cross to the higher speed passenger tracks. By now the clock reached 2. Our diesel units reached the bumper post at Union Station 4 minutes to the good.

In spite of our slow entry to the Windy City it had been a good, trouble-free journey. Certainly a marked contrast to our 5-hour late arrival via the PC in January. The 280-odd miles from Cincinnati saw no significant delays or poor track conditions. Connections out of Chicago can be planned with some degree of certainty. The whole operation should leave a much better taste in everyone's mouth and encourage travel on the train.

My Chicago stay was brief. The BROADWAY would depart on time in less than 2 hours. In the meantime operations seemed to be smooth at Union Station. The EMPIRE BUILDER rolled in on time. Good crowds were gathering for late afternoon departures. It can be said of the JMR rerouting--the cure is not worse than the disease.

(continued from page 9)

invitation to look around. The power plant is spotless, and questions regarding the boilers, electric equipment and propulsion control systems are answered with pride and with courtesy. Most passengers quickly find deck or lounge chairs, while a few select are inveterate deck pacers, and there is a lot to see. Finally, there is a friendly meal in either the dining room or the cafeteria, or in the Princess Room, where CP seldom seemed to lose much money on most trips.

A mood of mellow relaxation creeps over the ship, returning to Seattle, as the lights of Edmonds and Richmond Beach appear off the port bow. The Edmonds-Kingston ferry slips across the wake in a blaze of light while ahead the alternate white and red flashes of the West Point lighthouse come into view. If the evening air is clear, the top of the Space Needle peeks over the top of Queen Anne hill. A crowd gradually appears on deck as we round Magnolia Bluff. The engine room telegraph begins jingling, first to "ahead-half" and then "ahead-slow." Everyone seems to be having a good time, even near 10pm, and there is an air of genuine regret when the great steam whistle announces CP's berthing signal once again, this time the steam blasts rolling over the Denny Regrade, and washing up the south slope of Queen Anne hill like a great, invisible, frolicking wave of sultry, slow-motion surf. Into the living rooms and kitchens and bedrooms, announcing to all who will hear that Princess Marguerite is once again safely home from the sea.

* * *

Some 1850 paying passengers sailed from Seattle on the Princess Marguerite on Sept. 28, the vessel's last daily round trip to Victoria. It returned to Seattle that evening with 1700. CP Rail has announced it is closing the service, and will sell the vessel. Five Victoria aldermen and Victoria Mayor Peter Pollen are supporting protests against CP's sudden announcement to the end of the runs, which came only 5 days before the end of the truncated season. One Victoria alderman who approved of the end of the runs said the Marguerite served only the "tea-and-toast" trade. Another claimed the runs brought $2.5 million annually to Victoria.

CP has announced that the Marguerite will remain at her Victoria slip until the year's end. During this time, some form of governmental action may intervene to keep the run in operation. At the end of September, unconfirmed reports indicated that the B.C. provincial government had been holding preliminary discussions with Ottawa over the fate of the service. Each claimed that a subsidy for the run was the responsibility of the other. (A spokesman for B.C. Ferries said his line had no ship available for the Seattle run.)

Suggestions include a subsidy for CP to operate the service under contract; that a used European vessel be purchased to place on the run, with the Marguerite switched to the Port Angeles-Victoria run, now heavily overburdened with autos. Protest groups forming in both Seattle and Victoria may attempt to have the Marguerite, noted for her ocean-going lines, kept on the run at least provisionally. Traffic has remained steady the last few years at 270,000 passengers and 27,000 autos.

CP spokesmen in Vancouver denied charges made in Victoria that the discontinuance was a "lever" to obtain support for the proposed closure of Esquimalt and Nanaimo RDC service between Victoria and Courtenay. CP's Princess Patricia, a similar vessel in the Alaska cruise service, will remain in operation. Maple Shipping Co. of Vancouver has been selected by CP to dispose of the Princess Marguerite.

A relaxed crowd seemed to thoroughly enjoy the last public round trip. The morning voyage to Victoria encountered winds and high seas in the Strait of Juan de Fuca; and the evening return was marked by clear skies, a full moon, and a bloom of phosphorescent plankton in Puget Sound, which glowed bluish-green in the ship's wake. Arrival at Seattle was 10:28pm, some 28 minutes late.

The Marguerite made a round trip to Victoria on Sept. 29 under charter to the Seattle Times for its annual "newsboys cruise." It marked the 47th year that the Times had chartered a Princess liner from CP. A CP agent in Seattle, who had worked Pier 64 for 31 years, was taken to Swedish hospital when he suffered a heart attack shortly after the abandonment announcement by officialdom.

SPOTSWOOD BART DIRECTOR

POST OFFICE BOX 5127 SAN FRANCISCO, CALIFORNIA 94101

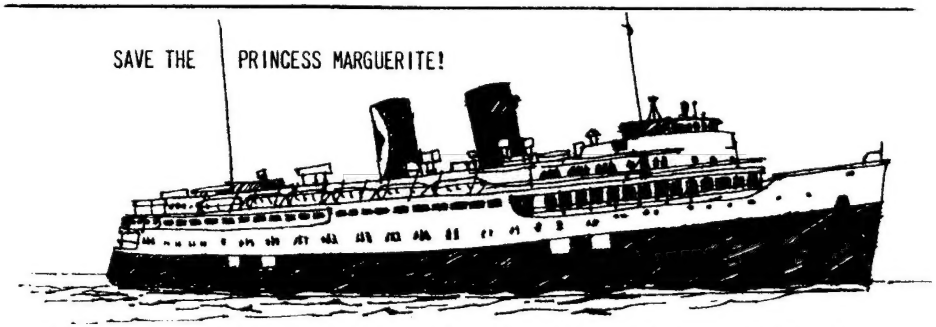
BART could use a railfan like Dick Spotswood on its Board of Directors. Dick has called for the up-grading of the Southern Pacific's Peninsula commute line and the joint Amtrak-BART station in Richmond.

A member of the National Association of Railroad Passengers, Northern California Railroad Club, and The Railroad Enthusiasts (Golden Gate Chapter), Dick Spotswood has the enthusiasm and ability to do a good job.

You can help Dick Spotswood get elected. If you live in Northern San Francisco (9th BART District) you can vote for Dick and put up a sign on your home. If you live out of the district, even a small contribution will help.

SEND TO: P.O.Box 5127, San Francisco,CA

SAVE THE PRINCESS MARGUERITE!



This historic CP Rail run between Seattle and Victoria, B.C. has had high patronage and only modest losses. A variety of options exist to keep the line going.

Your letter supporting the Princess Marguerite should go to the following:

IN CANADA

Hon. Pierre Trudeau
Prime Minister of Canada
Ottawa, Ontario

Hon. Jean Marchand
The Minister of Transport
Ottawa, Ontario

Hon. Dave Barrett
Premier of British Columbia
Victoria, British Columbia

Hon. Peter Pollen, Mayor
City of Victoria
Victoria, British Columbia

IN THE UNITED STATES

Hon. Sen. Warren Magnuson
Senate Office Building
Washington DC 20510

Hon. Dan Evans, Governor
State of Washington
Executive Office Building
Olympia WA 98507

Hon. Wes Uhlman
Mayor, City of Seattle
Municipal Building
Seattle WA 98507

Mrs. Virginia Gunby
Wash. Highway Commission
2540 NE 90th Street
Seattle WA 98115

PRINCESS MARGUERITE COMMITTEE - GLENN LEE, 800 1st AVE N. #37, SEATTLE WA 98109

Urban-Suburban Transit

BART PLANS TO SUE ITS SUPPLIERS

The Bay Area Rapid Transit District board of directors agreed unanimously Oct. 7 to sue four suppliers who they believe were responsible for flaws in the BART cars and other equipment that led to the delays and other problems that plagued the system. The companies are Rohr Industries, Westinghouse Electric, Parsons Brinckerhoff-Tudor-Bechtel, and Bulova Watch co.

AID TO MASS TRANSIT IS BLOCKED

A bill to provide $10.9 billion in aid to mass transit over a 6-year period may not pass this session of Congress, after being blocked in the House on Oct. 8. The latest compromise bill has the support of the Ford administration, and will provide money for operating subsidies.

CHICAGO TRANSIT EXTENSION COSTS SOARING

The Chicago South Suburban Mass Transit District learned on Sept. 25 that the projected costs of a 2-mile extension of ICG commuter line to Governors State University in Park Forest South had doubled, to $5,373,588, placing the plan in serious jeopardy.

TRANSIT NEWS BRIEFS:

THE BUS STRIKE in the Los Angeles area goes on, with a partial settlement on Oct. 10 by mechanics, but bus drivers still not in agreement..... SOUTHERN PACIFIC ASKS a temporary 25-30% commuter rate increase in California while the Public Utilities Commission ponders its requested 111% rise..... THE CONTROVERSIAL PROJECT at Morgantown, WV, has received its first two production model personal-rapid-transit vehicles from Boeing Aerospace Co. in Seattle..... THE LONE BIDDER on a call to build 110 new electric trolley coaches for the Philadelphia SEPTA system submitted a proposal for $116,000 per coach, up substantially from the $78,000 per car for San Francisco Muni Railway..... CHICAGO TRANSIT AUTHORITY has placed an order with Boeing Vertol Co. for 100 more rapid transit cars, bringing the total on order to 200..... EXPANSION OF THE electric trolley system in Seattle seems a sure thing after public support increased. One hundred trolley buses under 60 miles of overhead wire are involved in the expansion..... PASSENGER CAR REGISTRATIONS nationwide are expected to total over 105 million in 1974, with a 3.5% increase over the 101.8 million automobiles registered in 1973..... ARTICULATED TROLLEY COACH arrived in Seattle Oct. 2 for testing. The coach was built by Hess in Switzerland. Painted in bright yellow, it features four sets of wide doors, including a set at the far end of the second unit. Previously, two articulated motor coaches, one by Volvo, and one from M.A.N., were used on the Seattle system in tests. These same buses were also tested on AC Transit in Oakland-Berkeley, California..... TURBO TRAINS ARE being forecast for the Sacramento-Bay Area run for the future. French-type trains are being considered by the Metropolitan Transportation Commis sion, under a $667,000 transit research study. One-hour trips along the route are envisioned.....

AMTRAK BI-LEVEL CAR BIDS DUE NEXT MONTH

Amtrak has extended the time for bids on its new bi-level design cars to Nov. 25 to accommodate some potential bidders. Of the cars to be built, some will be coaches, some coach-lounges, food service-coaches, high-density sleepers, and perhaps some full diners with kitchen on lower level.

Express Ads

AMTRAK AND THE HOLIDAYS! Take the hassle out of holiday travel--make your plans and reservations early with the helpful Amtrak Professionals at GREAT WESTERN TOURS, Sheraton-Palace Hotel, San Francisco 94105, or call us at (415) 398-2994. "An Amtrak-appointed agency dedicated to the pleasure of travel by train."

RAILROAD UNIFORM BUTTONS 50¢ each postpaid. Pere Marquette, Canadian Pacific, Northern Pacific, Ann Arbor, Reading, Bangor and Aroostook, Boston and Albany, Manitou and Pike's Peak, Colorado and Southern, Denver and Rio Grande Western, Monon, Georgia and Steam Engine. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

"STEAMY" is a locomotive on the old D&RGW narrow gauge, now the Cumbres and Toltec Scenic Railroad. 28 pages to color plus an exciting story will give children a feeling for Rocky Mountain Railroading as it was. $1.75. Dave Ulmer Jr., 1407 Holmes Drive, Colorado Springs, CO 80909.

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SUPPORT THE COMMITTEE to bring Amtrak passenger service to the Black Mesa & Lake Powell line in scenic Arizona. Modern roadbed and electrified line should provide a fast, smooth ride. Contact your local committee--offices everywhere.

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